

DRAFT COMMENT LETTER TO SANDAG ON THE 2050 RTP (Revised 6/20/2011)

Background

On May 25, 2011 SANDAG presented its Draft 2050 RTP to the City's Land Use and Housing (LU&H) Committee. At that time, the Committee voted to form an Ad Hoc Committee consisting of Councilmembers Lightner and Alvarez to return with a draft comment letter to the June 22, LU&H meeting.

On June 22, 2011 the City of San Diego's LU&H Committee voted to submit comments on SANDAG's Draft 2050 Regional Transportation Plan (RTP) and on June 27, 2011, the San Diego City Council voted to submit this letter to SANDAG on behalf of the City of San Diego.

The purpose of this letter is to communicate the priorities and recommendations of the LU&H Committee and the City Council regarding SANDAG's Draft 2050 RTP. This letter has been drafted based on the following sources:

- Public and Committee member comment provided at the May 25, 2011 and June 22, 2011 LU&H Committee hearings
- Comment letters submitted to LU&H Committee members
- Policy priorities identified by Councilmembers Lightner and Alvarez, as members of the LU&H 2050 Draft RTP Ad Hoc Committee

The City's LU&H Committee believes that the following priorities should guide the regional transportation infrastructure planning outlined in the 2050 RTP:

1. Regional transportation policy and projects planned for the City of San Diego should align with principles outlined in the General Plan's City of Villages growth strategy and should adequately meet the infrastructure demands resulting from the City's projected density growth. The City's long-term transportation infrastructure policy and priorities should reflect the General Plan's Guiding Principles, including:
 - a. *Guiding Principle No. 3. Compact and walkable mixed-use villages of different scales within communities;*
 - b. *Guiding Principle No. 5. An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;*
2. The RTP should prioritize mass transit infrastructure and sustainable transportation projects over highway expansion in order to reduce vehicle miles traveled.
3. The RTP should accelerate the timeline of funding projects supporting active transportation, increasing transit ridership, and transit frequency.
4. Transit infrastructure should be expanded in smart growth centers, and project priorities should support smart growth.
5. RTP projects should strive to meet the needs of our older adult population and should aim to improve the link between riders and labor market opportunities.

In light of these above priorities, the Committee would like to provide the following recommendations regarding the Draft 2050 RTP:

1. Prioritize public transportation and mass transit projects and minimize the expansion of single-vehicle general purpose highway lanes.
2. Advance the timeline of funding for key commute routes, improving transit frequency, and active transportation projects.
3. RTP should provide greater clarity about how greenhouse gas emissions reduction targets are being met in the long term, specifically how the aims of SB 375 will be met through the life of the Plan out to 2050.
4. The Sustainable Communities Strategy should consider implementing concepts such as the “Safe Routes to Transit” program, prioritizing a “Transit First” system of projects, and ensuring that a Transit Oriented Development strategy is developed to link mass transit with affordable housing development.

Project-specific priorities identified by Councilmember Lightner include:

- The Carmel Valley Community Planning Board (CVCBPB) notes that a rapid bus route along SR-56 remains a high priority, widening of SR-56 should be completed earlier, and concerns exist regarding proposed projects in the I-5 North Coast Corridor.
- Also, CVCBPB has requested that Councilmember Lightner consider creating a SR-56 corridor transportation task force to coordinate SANDAG, CalTrans, and community interests.

Project-specific priorities identified by Councilmember Alvarez include:

- For Project SD102A “Otay Truck Route Widening,” revise project description to a more general overview of the project, deleting specific street names.

In addition to the above, policy priorities, concerns and recommendations have been provided in comment letters submitted and provided as attachments to this letter. These are provided below.

Attachments

1. Letters received by LU&H Committee/Office of Councilmember Lightner

- a. “Position Paper on SANDAG 2050 Regional Transportation Plan,” submitted by Torrey Pines Community Planning Board, May 25, 2011.
- b. “Comments on the draft RTP update pertaining to the planning review area of the Carmel Valley Community Planning Board,” submitted by Carmel Valley Community Planning Board, June 4, 2011.

- c. "2050 Regional Transportation Plan Update," submitted by the City of San Diego Economic and Environmental Sustainability Task Force letter, May 24, 2011.
- d. "Recommendations for Improving SANDAG's 2050 RTP and for Post-RTP Actions," submitted by TransForm, May 23, 2011.
- e. "Item 2 – 2050 RTP draft, June 10, 2011 SANDAG Board meeting," submitted by MoveSD, June 10, 2011.
- f. "California Air Resources Board (CARB) Greenhouse Gas (GHG) Reduction Targets, Issued to SANDAG, in Accordance with SB 375, for the Year 2035," submitted by Mike Bullock, April 20, 2011.

2. *Letters received by the Office of Councilmember Alvarez*

- a. "Comments on the Draft 2050 Regional Transportation Plan," submitted by the Otay Mesa Property Owner's Association, June 8, 2011.
- b. "Comments Regarding SANDAG's Draft 2050 Regional Transportation Plan," submitted by Southeastern Economic Development Corporation, June 8, 2011.
- c. "Comments on the Draft 2050 Regional Transportation Plan," submitted by the East Otay Mesa Property Owners Association, June 9, 2011.
- d. "Comments on the Draft 2050 Regional Transportation Plan," submitted by National Enterprises Incorporated, June 9, 2011.
- e. "Draft 2050 Regional Transportation Plan (RTP)," submitted by Otay Mesa Planning Group, June 15, 2011.